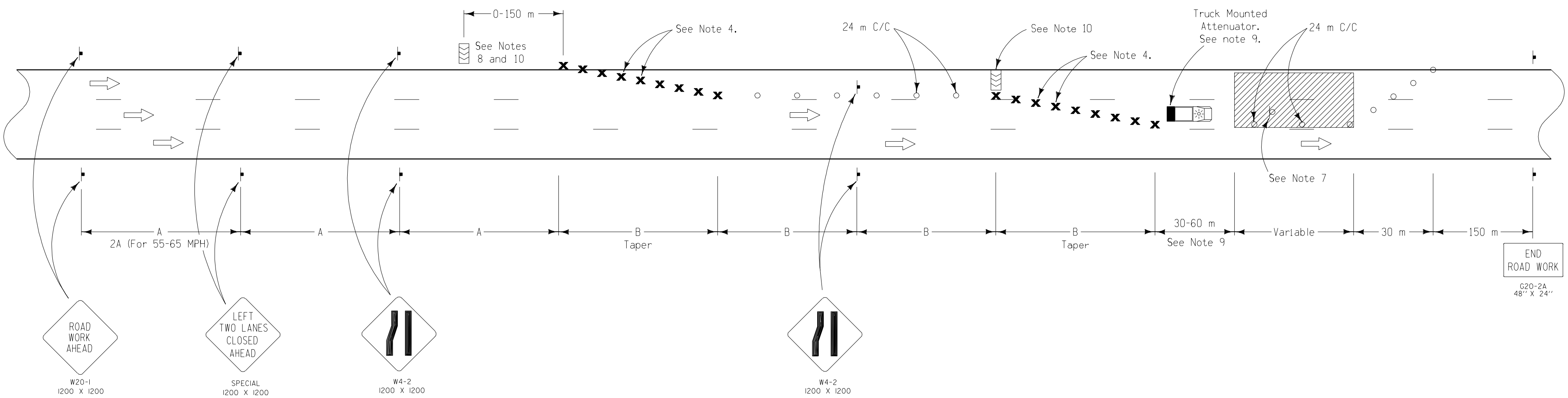

SPEED LIMIT	Approximate Spacing		
	'A'	'B'	'C'
35 mph	150 m	80 m	10 m
45 mph	210 m	168 m	14 m
55 mph	330 m	238 m	17 m
65 mph	330 m	280 m	20 m

All dimensions given in millimeters unless noted.

LEGEND

- Traffic Sign
- **x** Drum
- Type II Barricade (to be weighted)
- o Channelizing Device (Vertical Panel, Type I or Type II Barricade) (to be weighted)
- Arrow Panel (Type "C")
- Work Area

GENERAL NOTES:

1. This layout is intended for short–term use during off–peak hours.
2. Cones may be used as channelizing devices in the tapers and along the lane lines during daylight hours only.
3. "Speed Limit" refers to the legally established speed limit before construction.
4. The maximum spacing between channelizing devices in a taper shall be in accordance with the table, column 'C'.
5. A "Road Work Ahead" sign shall be placed 100 to 150 meters ahead of the entrance ramp nose for any ramp within the area of traffic control signing. If a ramp exit or entrance taper falls within the work area, refer to Standard Road Plan RS–65A and RS–65B for traffic control details.
6. Channelizing devices shall not be intermixed on the lane line through the work area.
7. Type II Barricades will be placed in the closed lane at a 300 meter interval. Where corecuts, holes or uncured concrete exist within the work area, an additional Type II Barricade shall be placed just ahead of each.
8. The Sequencing Arrow Board may be placed behind the lane taper if inside shoulder is too narrow to accomodate it.
9. This dimension should be lengthened to 150 meters and a Type III Barricade should be added at the beginning of the work area when a truck with a truck mounted attenuator (TMA) is not used.
10. The use of an arrow panel is optional for daytime lane closures when the posted speed limit is 45 mph or less. Use shall be determined by the Engineer.

M — METRIC VERSION

Iowa Department of Transportation
Project Development Division

STANDARD ROAD PLAN RS–82

REVISION: New. Replaces Detail Sheet 521-19.

REVISION NO. New

4-15-96
APPROVED BY DESIGN METHODS ENGINEER

REVISION DATE 08-20-96

TRAFFIC CONTROL LAYOUT
FOR CLOSURE OF TWO LANES
ON A MULTILANE HIGHWAY